|          | <i>7</i> .    |                | •      |
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| ORMATION | REPORT        | INFORMATION    | REPORT |
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18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law. S-E-C-R-E-T 50X1-HUM COUNTRY USSR (Moscow Oblast) REPORT 8 March 1960 SUBJECT Training at Moscow Aviation Plant DATE DISTR. NO. PAGES REFERENCES RD 50X1-HUM DATE OF INFO. 50X1-HUM PLACE & DATE ACQ. SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE. A brief report on the location, layout, and probable production at Moscow Aviation Plant 116 (or 118) was engaged in experimental jet engine production and it assembled and tested jet engines which were subsequently mass produced in other plants. 50X1-HUM 50X1-HUM S-E-C-R-E-T 50X1-HUM X ARMY X NAVY X AIR X NSA e: Washington distribution indicated by "X"; Field distribution by "#".)

## INFORMATION REPORT INFORMATION REPORT

|                 |  | S-E-C-R-                             | E-T                           | unauthori            | . 5                              | 50X1-HUM                                |
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| COUNTRY         | USSR (Moscow Oblast                        | )                                    | REPORT                        |                      |                                  |   |
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| UBJECT: | Aviation factory 1 | 16 (or 118) MOSCOW |          |
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50X1-HUM

## **SECRET**

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| lines such as those at No. 45 aviation plant and there was a conengines being tested.      | ntinual n <b>o</b> ise of<br>50X1-HUM |
|--|---------------------------------------|
|  | 50X1-HUM                              |
| 6. The engines at this plant were extremely long an  |                                       |
|  | tance between                         |
| _  | ras about 8.5 m.                      |
| There was a large several stage compresser at the front                                    |                                       |
|  | the distance                          |
| between the compresser and the turbine was about 2 m. The turbi                            | ne had a single                       |
| row of blades, each about 20 cms. long. The three external cyli                            | ndrical jasks                         |
| were operated by a red fluid and were situated about 30 cms, from                          | m the end of the                      |
| tail unit, each jack measuring about 30 cms. leng and 10 cms. in                           | diameter.                             |
| They were tested on the unit in the Assembly shop to check that                            | they cperated                         |
| the opening and closing machanism of the rear doors satisfactoric                          | ly.                                   |
| 7. Tests were also carried out in the Assembly shoop on the cir                            | cular tule with                       |
| flame holes by supplying fuel under pressure and igniting it. F                            |                                       |
| holes emerged in an upstream direction and a sheet of flame $\bullet\textsc{c}\textsc{me}$ | 50X1-HUM<br>cut of the                |
| rear end.  |                                       |
| 8.   |                                       |
| a powerful spark was emitted at the po   | oint of the cone.                     |
| Testing and Test Shops   |                                       |
| 10. Engine test beds were situated at No. 6 on appendix B., each                           | ch being                              |
| about 20 x 7 m. The observation cabins which had thick walls are                           | nd one large                          |
| inspection window each facing the corresponding test bed, were si                          | ituated at                            |
| No. 7, while at No. 8 there was a store containing unspecified to                          | esting equipment.                     |
| 11. The workers who tested the engines at the beds were leather                            | r jackets and                         |
| trousers. the test noises  | were                                  |
| "tremendous" and so unpleasant   |                                       |
|  |                                       |
| On the wall at the back of each test bed there was a me                                    | etal deflector,                       |
| which took the flame and smoke up and out of the building.                                 | 50X1-HUM                              |
| Labour   |                                       |
| 12. Three shifts were employed in the Assembly shop, each const                            | Lsting of between                     |
| SECRET   |                                       |

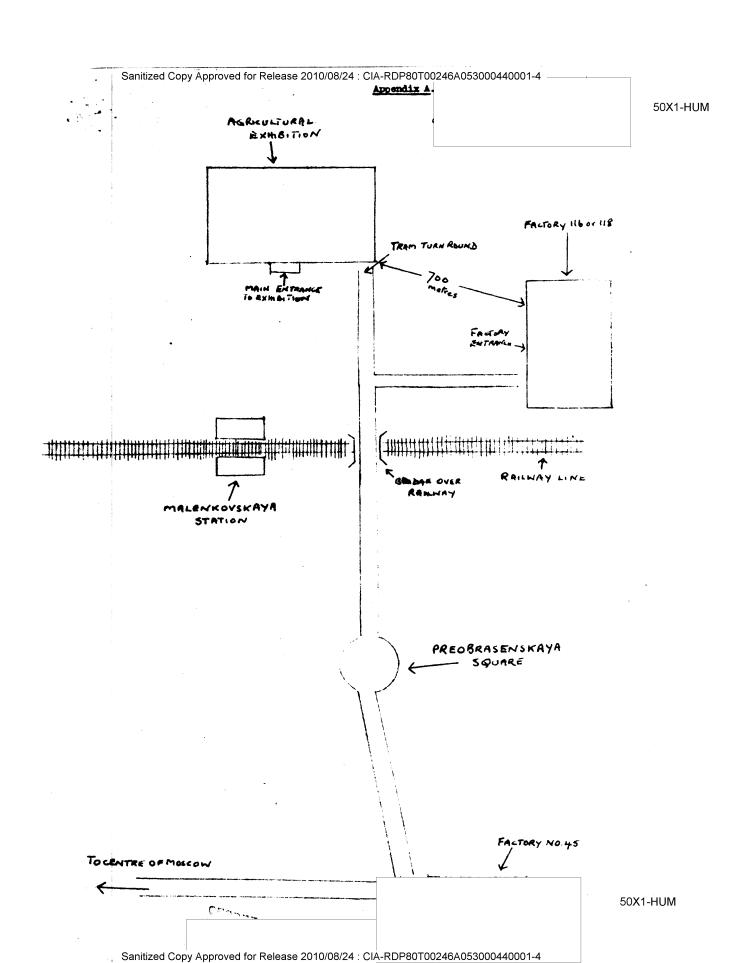
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|                      | <b>- 3 -</b>                |                                  |            |
| <b></b>              |                             |                                  |            |
| 50 and 70 workers.   |                             |                                  |            |
| Security             |                             | 5                                | 0X1-HUN    |
|                      |                             |                                  |            |
|                      |                             | emale, belonged to the factory   |            |
| carried pistols.     | lot military. They wore gr  | een shirts, khaki trousers, and  | i          |
|                      | 10 1 71                     |                                  |            |
| to ensure that no    |                             | there was always a guard on duff | UA I-DUIV  |
|                      | Pornou outoi 60             | the Test Deds and assembly shor  | ) <u>.</u> |
|                      |                             |                                  |            |
|                      |                             |                                  |            |
|                      |                             |                                  |            |
|                      |                             |                                  |            |
|                      |                             |                                  |            |
| Relations with other | Factories                   |                                  |            |
| 6. This aviation     | plant was associated with N | o5 plant in that the latter      |            |
|                      |                             | No. 116 or 118 for short cours   |            |
| usually every month. |                             |                                  | ses,       |
|                      |                             | e told that they were going to   |            |
|                      | jet engines in order to imp |                                  |            |
| xperience.           |                             | 50x                              | (1-HUM     |
|                      |                             |                                  |            |
|                      |                             |                                  |            |
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|                      |                             | 50X1-HUM                         |            |
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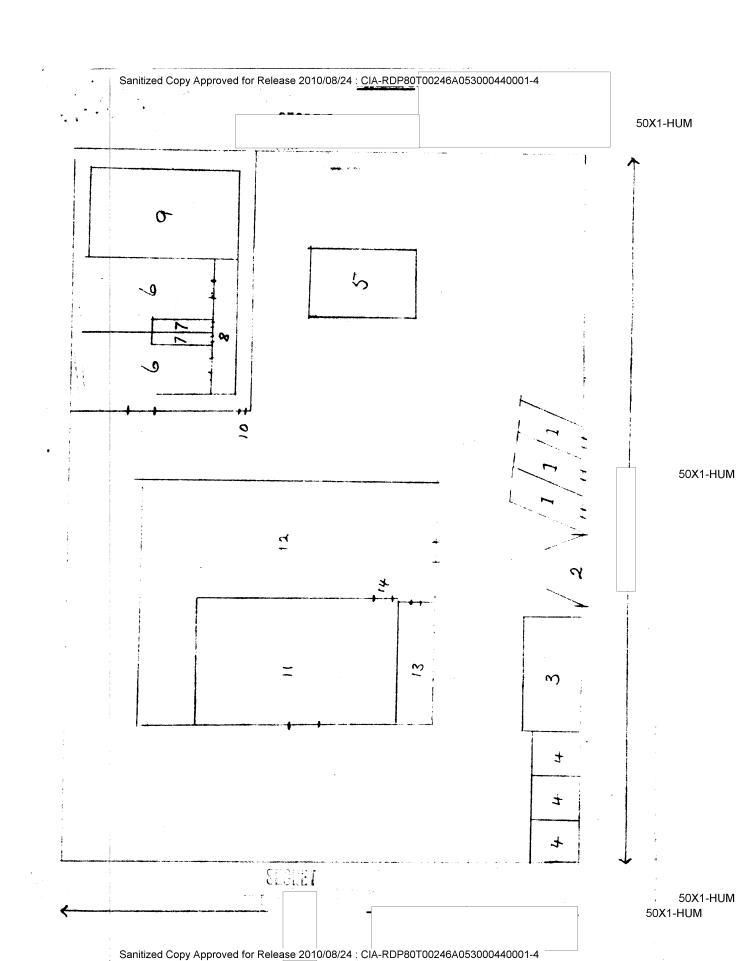
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|     |   | 50X1-HU |
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|     | KTY TO APPENDIX B.                            |         |
| 1.  | Personnel Entrance                            |         |
| 2.  | Vehicle Satrance                              |         |
| 3.  | Guardroom                                     |         |
| 4.  | Store containing metal                        |         |
| 5.  | Foundry                                       |         |
| 6.  | Engine Test beds                              |         |
| 7.  | Observation cabins                            |         |
| 8.  | Test bed equipment store                      |         |
| 9.  | Oknown shop                                   |         |
| 10. | Check point                                   |         |
| 11. | Assembly shop                                 |         |
| 12. | Machine shop                                  |         |
| 13. | Director's office, which source never entered |         |
| 14. | Check point                                   |         |
|     |   |         |
|     |   |         |
|     |   |         |
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|     | 50X <sup>-</sup>                              | 1-HUM   |
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|     | 502   | X1-HUM  |
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